



Pedestrian/Bicycle Advisory Committee Meeting May 8, 2006 Meeting Summary

Attendees: Arnie Tomac, Michael Grissafi, Dave Alm

City Staff: Kurt Seemann, Joel Pfundt

BEAR CREEK PARKWAY EXTENSION PRELIMINARY DESIGN

Kurt Seemann, Project Engineer for the City of Redmond, along with Sue Byers, Paul Fuesel and Joe Giacobazzi from KPG, the consulting firm designing the project, came to present the preliminary preferred alternative for the Bear Creek Parkway Extension Project. The current phase of the project is to develop a preliminary design for the Bear Creek Parkway Extension from the vicinity of Redmond Way to Leary Way. The project is also developing a preliminary design for the 161st Ave NE Extension from Redmond Way to its intersection with the future Bear Creek Parkway. Another important part of the project is to develop a recommended phasing and funding plan for the project.

The preliminary design for the Bear Creek Parkway Extension was presented and a plan view of the concept was shown to the committee. The design included the following:

- Future Bear Creek Parkway will have wide sidewalks, on street parking, one through lane in each direction and left turn lanes.
- Design will miss the City open space parcel north of Leary Way.
- Design will not miss the Workshop Tavern and has small impacts on the Saturday Market site.
- New signalized intersections with Bear Creek Parkway at 159th Pl NE and 161st Ave NE.
- Some landmark and significant trees will need to be removed, but every effort was made to keep this to a minimum.
- Consistent with the City's plans, there will be no bike lanes on the new section of Bear Creek Parkway.
- Bike lanes on the new 161st Ave NE Extension.
- There are also no bike lanes on 159th Pl NE. PBAC members felt experienced cyclists would use travel lanes on Bear Creek Parkway and 159th Pl NE if the nonmotorized trail, described below, is congested.
- Nonmotorized trail linking future 161st Ave NE and Bear Creek Pkwy intersection to 159th Pl NE and Leary Way intersection. This new nonmotorized connection was suggested by the Pedestrian and Bicycle Advisory Committee when the

design team made a presentation regarding the project in October 2005 to PBAC. It will connect downtown to the SR 520 Trail, Sammamish River Trail and Bear Creek Trail.

Much of the focus of PBAC was on new nonmotorized link. The City would like to minimize the number of trails into the open space to reduce impacts to the trees and birds. The total width of the trail was shown as 12 feet to minimize impacts on trees. When the trail gets wider than 12 feet total some trees would need to be removed. Potential for conflicts between pedestrians, inline skaters and bicyclists has been raised as a concern and PBAC suggested that a minimum width would need to be 10 feet of paved path, but 12 feet with 2 foot soft shoulders is ideal. Since this is not possible due to the impacts to the trees the suggestion was made to narrow the trail where needed but provide more width where possible. PBAC did not think that lighting along this section would be necessary. The concept of providing enough width for people to walk three abreast seemed like a reasonable approach. It was also observed that the trees close to the trail, curves built into the trail and the relatively short length of the segment would all act to reduce the speeds of bicyclists and inline skaters therefore reducing potential conflicts. It was also stated that this trail would be constructed out of pervious (porous) pavement so it did not increase stormwater run off. PBAC was supportive of this concept.

The next steps for the project are to talk to other boards and commissions and then go back to Council with a preferred preliminary design concept and phasing recommendation. This will take place at either June 13 or 27, 2006 study session. If a first phase is ultimately endorsed and approved by Council, which would likely be the Bear Creek Parkway Extension portion of the project from generally 159th Pl NE to Leary Way, property acquisition and design would take about 18 months and construction could begin as early as 2008. PBAC offered its support for the project.

NEIGHBORHOOD CONNECTIONS

PBAC discussed the status of the 10 Neighborhood Connections that were originally presented to Council at the joint Trails Commission and Pedestrian and Bicycle Advisory Committee Council Study Session. Many of the original 10 projects are under development and are either more regional in nature or part of other large projects. A status report was handed out at the meeting.

A Neighborhood Connections line item will be proposed to be added to the 07-12 update of the Transportation Improvement Program (TIP). A list of smaller Neighborhood Connection projects that are more in line with Council's original thinking is under development and will be presented to PBAC at a future meeting.

SIX-YEAR TRANSPORTATION IMPROVEMENT PROGRAM (TIP) UPDATE

Some of the more significant modifications that will take place as part of the annual TIP update are summarized in Attachment A. The current 06-11 TIP can be viewed on the

City of Redmond Web site at
<http://www.redmond.gov/connectingredmond/implementation/fundtip.asp>.

NE 85TH STREET AND 164TH AVENUE NE RECHANNELIZATION

PBAC members agreed that a letter should be submitted by the committee supporting this project.

SR 520 PROJECT GRADE SEPERATION OF E LAKE SAMMAMISH TRAIL

PBAC was informed of WSDOT's decision to not include the grade separation of the East Lake Sammamish Trail and the SR 520 eastbound off-ramp to Redmond Way as part of the WSDOT "Nickel" project to SR 520 from West Lake Sammamish Park Way to Union Hill Rd (http://www.wsdot.wa.gov/Projects/SR520/WLakeSamPk_SR202/). The decision is based on the assessment that this part of the project is not an appropriate use of state gas tax money because of restrictions on the use of gas tax included in the state constitution and related policy. The City and King County disagree with assessment and are working on preparing letters to submit requesting that WSDOT reconsider their decision. PBAC members also expressed concern about the removal of this critical safety project from WSDOT's project and agreed to help advocate for this portion of the project once the City has completed its research with regards WSDOT's decision.

ACTION ITEM

- Bertha requested an e-mail contact list be sent out to the group
- Send TIP Update Summary to PBAC and link to 06-11 TIP

ATTACHMENT A

Proposed 2007 – 2012 Transportation Improvement Program Development Project Schedule

Below are important dates that have been identified as part of the 06-11 update of the Transportation Improvement Program.

- **April to June 2006** - Collect Project Information and Update Database
- ➔ **May 8, 2006** – Pedestrian/Bicycle Advisory Committee Presentation
- **June 23, 2006** – Memo to Council on proposed changes
- **June 27, 2006** - Council Study Session, 06-11 TIP Update Development
- **June 30, 2006** - Deliver Draft 06-11 TIP to Council
- **July 4, 2006** - Draft TIP Available For Public Review & Notice of Public Hearing
- **July 18, 2006** - City Council Meeting, TIP Public Hearing
- **August 1, 2006** - City Council Meeting, TIP Adoption

2007-2012 Transportation Improvement Program Update May 2006

Projects to Remove – Completed

- B18 – Bear Creek Class I Bicyclist and Pedestrian Trail
- B26 – Red-Wood Rd Sidewalk (East Side)
- C24 – Redmond Way at 140th Avenue NE Eastbound Right Turn Lane
- C38 – NE 116th Culvert Replacement and Roadway Improvements
- P5 – NE 116th Street (York) Bridge Replacement

Projects to Remove – Other

- T6 – Redmond Way Transit Improvements Phase 2

Proposed Projects to Add

- B27 – Neighborhood Connections
- B28 – Downtown Wayfinding
- C41 – Redmond-Woodinville Rd (SR 202) and NE 124th Street Intersection Widening
- C42 – NE 36th Street SR 520 Overcrossing
- S38 – Safety Program

Projects to Modify

- C20 – West Lake Sammamish Parkway Capacity Improvements between Bel-Red Road and NE 51st Street: Update schedule and funding. Revise project description to more clearly include extension of trail on east side.
- S26 – RITS: Update to reflect federal earmark.
- S36 – NE 104th St and 166th Ave NE Traffic Signal: Revise project description to include rechannelization from 4-to-3 lanes between NE 85th Street and NE 104th Street
- Modifications based on changes to CIP
- Modifications based on project status
- Modifications based on changes to TMP (Three-Year Priority Action Plan)

Projects to Have Updated Cost Estimates Performed

- C41 – Redmond-Woodinville Rd (SR 202) and NE 124th Street Intersection Widening